

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. The Central Directorate of Northern Basins (Tsentralnoye Upravleniye Severnykh Basseynov) was a central directorate (TsUpr) of the Ministry of the River Fleet subordinate to the MRF minister through his third deputy minister. There were 50 to 60 people working in this directorate; of this number 30 were engineers. The directorate was in charge of the organization of river transport in the USSR northern regions and was composed of six steamship companies, as follows:

a. The Northern Steamship Company (Severnoye Parokhodstvo), whose central directorate was in Arkhangelsk, operated on the Severnaya Dvina River from Kotlas to Arkhangelsk. The company's transport capacity was 4,000,000 - 5,000,000 tons per navigation year (May - November). The main cargo of this company consisted of timber transported to Arkhangelsk. The transport fleet comprised 120 self-propelled ships and 40 barges. The self-propelled ships were mostly tugboats of the old, wheel type, equipped with steam engines which used wood as fuel. The barges were of wooden-hulled construction and had a capacity of 1,500 to 3,000 tons. The company's ship repair installations were located in Arkhangelsk; the 1951 quota of these installations required production equal to 40,000,000 rubles.

25 YEAR RE-REVIEW

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- b. The North western River Steamship Company (Severo-Zapadnoye Rechnoye Parokhodstvo), whose central directorate was in Leningrad, operated on Lake Ladoga and the Neva, Volkhov, and Luga Rivers. This company's transport capacity was 8,000,000-9,000,000 tons per navigation year. Cargoes shipped to Leningrad mainly consisted of codfish (treska) from Arkhangel'sk; coal, timber and cattle from the Pechora region; food (variety unknown), machinery, and textiles generally came from Leningrad. The fleet of this company was composed of 250-300 self-propelled ships and 150 barges. Of the self-propelled ships, 50% to 60% were tugs, generally equipped with steam engines (the newest tugs, manufactured after World War II, had diesel engines). These tugs were mostly of the propeller type; a few of them were the wheel type. Some of this company's tugs were rather powerful, having up to 1,200 hp. The rest of the self-propelled fleet consisted of two-deck passenger diesel ships, mainly of new construction, having a capacity of 800 to 1,000 passengers. Barges of this company were mostly of wooden-hull construction with a capacity of 1,000 - 1,500 tons. The major ship repair facilities of this company were located in Leningrad, Svir, Volkhov, and Lodeynoye Pole. The 1951 quota for these enterprises called for an overall production equal to 60,000,000 rubles.
- c. The Sheksna River Steamship Company (Sheksninskoye Rechnoye Parokhodstvo). [redacted] where the central directorate of this company was located, [redacted] it was a local-transport steamship company operating on the Sheksna River; it had a transport capacity of 3,000,000 tons per navigational year. The fleet, consisting of 50 self-propelled ships and 60-70 small barges, had a capacity of 600-800 tons. About 30 of these barges were constructed of steel. Some of the wooden-hulled barges belonging to this steamship company were lendleased in 1947 to Reydtanker for operation from the Gur'yev Roadsteads to Peshmoy Island. 25X1 25X1
- d. The Sukhona River Steamship Company (Sukhonskoye Rechnoye Parokhodstvo), whose central directorate was in Velikiy Ustyug, operated on the Sukhona River to Svernaya Dvina. The transport capacity of this company was 3,000,000 tons. Main cargoes, going to the Svernaya Dvina River, consisted of timber and fish. The company had a fleet of 60 self-propelled ships and 50 barges. The self-propelled ships were mostly steam engined, wheel-type tugs, which used wood as fuel. Ship repair facilities of this company were located in Velikiy Ustyug, Kotlas, Tot'ma, and had a 1951 production quota of 8,000,000 rubles.
- e. The Belomor-Omega Steamship Company (Belomorsko-Onezhskoye Parokhodstvo). The central directorate of this company was in Petrozavodsk (prior to World War II it was in Belomorsk). This company operated on Onega Lake from Petrozavodsk to Povenets to Belomorsko-Baltiyskiy Canal and Belomorsk. Actually this steamship line served as a line between the Northwestern River Steamship Company and the Northern Sea Steamship Company. The company's transport capacity was 2,000,000-2,500,000 tons per navigational year; main cargoes were fish, coal, cattle, and furs from the White Sea. Large passenger transports mainly carried slave labor to various construction sites in the north; machinery, consumers' goods, textiles, and grain went to the White Sea. The fleet of this company comprised 30 self-propelled ships and 50 barges.

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Self-propelled ships were generally propeller-type tugs, with diesel and steam engines, the latter using wood as fuel. Ship repair facilities for this company were located in Povenets and Belomorsk; their 1951 production equaled 5,000,000 rubles.

- f. The Pechora Steamship Company (Pechorskoye Parokhodstvo) operated on the Pechora River and its tributaries from Ust-Unya to Nar'yan Mar (formerly the capital of the Samoyed Republic, which is presently called Nenzy instead of Samoyedy). The transport capacity of this company was 2,500,000-3,000,000 tons per navigational year. Cargoes consisted mainly of coal, timber, furs, slave labor, food products, and consumer goods. The fleet comprised 50 self-propelled ships and 60 barges. These self-propelled ships were mainly propeller-type, steam-engined tugs, which used wood as fuel. Ship repair facilities were located in Nar'yan Mar, Ust-Unya, and Kibarikha; they were assigned a 1951 production quota equivalent to 20,000,000 rubles.

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